

OP ALLEN CONSTRUCTION CO.

Completes over \$5,000,000 of Important Railroad Construction

***Washington the Home of One
of the Leading Railroad
Contracting Firms in
the United States.***

Several Hundred Thousand Dollars' of Equipment in the O. P. Allen Outfit—As Complete As Any in the Country.

**O. P. Allen and His Work Strongly Endorsed
By Leading Engineers and Railroad
Officials—Has Never Had a
Failure—A Strong Com-
pany Financially.**

ANY one who travels out of the city of Washington on any one of the suburban lines leading to Great Falls, Va., Chesapeake Beach, Hyattsville, Cabin John Bridge, and several other street railways of more or less importance, have O. P. Allen, of 140 Twelfth street northeast, to thank for having paved the way, so to speak, for the construction of these lines. Mr. Allen is the senior member of the O. P. Allen Construction Company, inc., railroad and general contractors, with offices at 438 O street northwest.

Rights of way for nearly 100 miles of suburban and interurban railway, including the Seventh street line to the District boundary, were graded and prepared for the roadbed by Mr. Allen from time to time after he located in this city nearly a quarter of a century ago. At that time and until recently he was in railroad construction work for himself, and no man in that line of business who ever located in this city has made a greater success or established a more enviable reputation.

It is not out of question for a city man to heed the slogan of the newspapers and of public speakers who place themselves in the category of advisers to the community, and, by heeding the slogan and taking the advice, go "back to the farm" and make a success in life, but it is much more useful for a man born on the farm to leave the country and make a success in larger fields.

Such is the record of O. P. Allen,
**LEFT FARM IN MAINE AND BE-
CAME RAILROAD MAN.**

Not having the patience to wait until he was 21 years old, Mr. Allen left his home and the farm on which he was born near Bridgeton, Cumberland County, Maine, about sixteen years after the day of his birth on December 7, 1861, and made his first important stop in Massachusetts. There he obtained employment with a railway company, which was the beginning of his career in that important line of industry. But advancement with the Massachusetts Railway company was not as rapid as the ambitious young man would like and he determined to make a

change. The opportunity to do that seemed to have arrived when he heard of a road being constructed in Virginia then known as the Lynchburg and Durham, which was the beginning of the present splendid Norfolk and Western Railway system.

Mr. Allen gave up his position with the railway company in Massachusetts and went to Lynchburg. His desire was to become a conductor on the Lynchburg and Durham. In this ambition he was disappointed for the reason that the Lynchburg and Durham had not been finished sufficiently to permit of trains running over its right of way. Of course Mr. Allen couldn't get a position as conductor on a railway which had no trains running, so it seemed at first glance that he was up against it, being far from home and out of a job. As it happened, this very disappointment was the beginning of a much larger career, and what appeared to be a misfortune turned out to be a blessing.

Failing to obtain a position as a conductor, Mr. Allen went to work with a force of men who were then grading the Lynchburg and Durham. In a very short time he was placed in charge of nearly 200 workmen in leveling and grading the roadbed. That was the beginning of his subsequent success as a railroad contractor.

**BLOWS UP A BUILDING AND
WINS SUCCESS.**

After the work on the Lynchburg and Durham road was completed Mr. Allen came to Washington and entered general contracting work. About that time, which was approximately twenty years ago, the Knox livery stables were burned, leaving walls standing that were dangerous to pedestrians. Mr. Allen was engaged to blow up the walls and level the destroyed structure. He did this so quickly and so successfully as to greatly please all of the District officials as well as to make a nice bit of money for himself. Being supplied with funds, Mr. Allen decided to make a trip back to Maine and visit the home folks. Not long after he arrived there the

power house of the street railway company, then located where * the District Building now stands, was destroyed by fire, leaving walls standing similar in dangerous character to those that had distinguished

the Knox livery stable fire.

Mr. J. H. Cranford, of the Cranford Paving Company went to the chief of police and suggested that Mr. Allen be employed to blow down the walls and level the debris of the power house. Although it was found that Mr. Allen was visiting his relatives in Maine, which made it inconvenient to command his services, Mr. Cranford, nevertheless, wired instructions for him to return to Washington and take hold of the work. This brought Mr. Allen back to Washington and he has made this city his home ever since that time, although he has frequently been away for extended periods while supervising contracts on railroad construction work, and other classes of heavy work, such as grading and leveling, in other States.

**ASSISTED IN BUILDING SCENIC
SOUTHERN LINE.**

One of the largest railroad contracts Mr. Allen had the honor to successfully fill was that which involved hundreds of thousands of dollars for grading work alone on a stretch of mountainous right of way on the Carolina, Clinchfield and Ohio Railway through the mountains of North Carolina and "The Peaks of the Sandy." He was engaged for more than two years in work on the C. C. and O. Railway at three different points — Vaine Mountains, Forest City, and Dante. The Vaine Mountain contract represented an expenditure of \$250,000; that at Forest City, \$200,000, and the contract at Dante represented approximately \$300,000. This construction work was done largely under the supervision of Mr. Ward Crosby, chief engineer of the C. C. and O. road, whose offices are in Johnston City, Tenn. Writing to The Washington Herald regarding his association with Mr. Allen in the work, Mr. Crosby took occasion to say: "Our experience with Mr. Allen was pleasant and his work was satisfactory."

Mr. Allen feels proud of having had a hand in the construction of the C. C. and O. Railway because the completion of this line has been a dream of the people in the section it traverses since the days of the

civil war. The road now has direct connection in Eastern Kentucky with the Chesapeake and Ohio, thus forming the last link of an important system from the seaboard at Charleston, S. C., through the mountainous regions of North Carolina to the west, touching some of the richest coal and iron deposits in this country and running through a magnificent scenic section.

The first 250 miles from Spartanburg, S. C., to Dante, Va., cost an average of \$125,000 a mile, and the extension which has just been opened cost approximately as much per mile, and the entire line is one of the most expensive pieces of railroad property ever constructed in the United States.

Mr. Allen's work on the C. C. and O. Railway was of such a high character as to bring him the commendation of many expert railroad builders and also of the men connected with the Clinchfield system who had employed him to do the work.

HANDLES BIG CONTRACT AT ROLAND PARK

Another large contract successfully handled by Mr. Allen was in connection with improvements at Roland Park, a suburb of Baltimore. He removed about 200,000 cubic yards of earth in that vicinity in order to improve the suburban lots on the property and to properly grade the streets, which Mr. Allen accomplished to the satisfaction of the owners and saved them money by keeping the cost down to \$100,000.

Suburban work nearer Washington in which Mr. Allen was prominently identified was that in connection with the extension of North Capitol street to the vicinity of Brookland.

THREE BIG CONTRACTS ON THE R. & O. ROAD.

Returning to that particular feature of Mr. Allen's record in connection with railroad work, it must not be overlooked that he had several large contracts on the Baltimore and Ohio Railway, which were satisfactorily filled. During his connection with that work he was stationed principally at Bannock, Bridgeport and Little Capon. These three contracts represented about \$200,000 in construction work. Francis Lee Stuart was at that time resident engineer of the Baltimore and Ohio, but has since been promoted to the post of chief engineer, with offices at Balti-

more. Writing to The Herald concerning Mr. Allen's work Mr. Stuart says:

"Mr. Allen has done considerable work on the Baltimore and Ohio Railroad, all of which has been carried out successfully."

So far as Mr. Allen's service with the Norfolk and Western Railway is concerned, Mr. J. E. Crawford, chief engineer of the Norfolk and Western system, writing from Roanoke, says:

road east of Roanoke. His work, while connected with the above firm was entirely satisfactory, and should we have any work to let, we would be glad to invite Mr. Allen to bid on same should he so desire."

Various other large contracts that have been placed in Mr. Allen's hands during the last twenty years might be mentioned, in none of which he had any trouble, all being handled successfully. He has a large equipment of steam shovels and all machinery necessary for construction work in his particular field and is prepared at all times to take up contracts and fulfill them promptly.

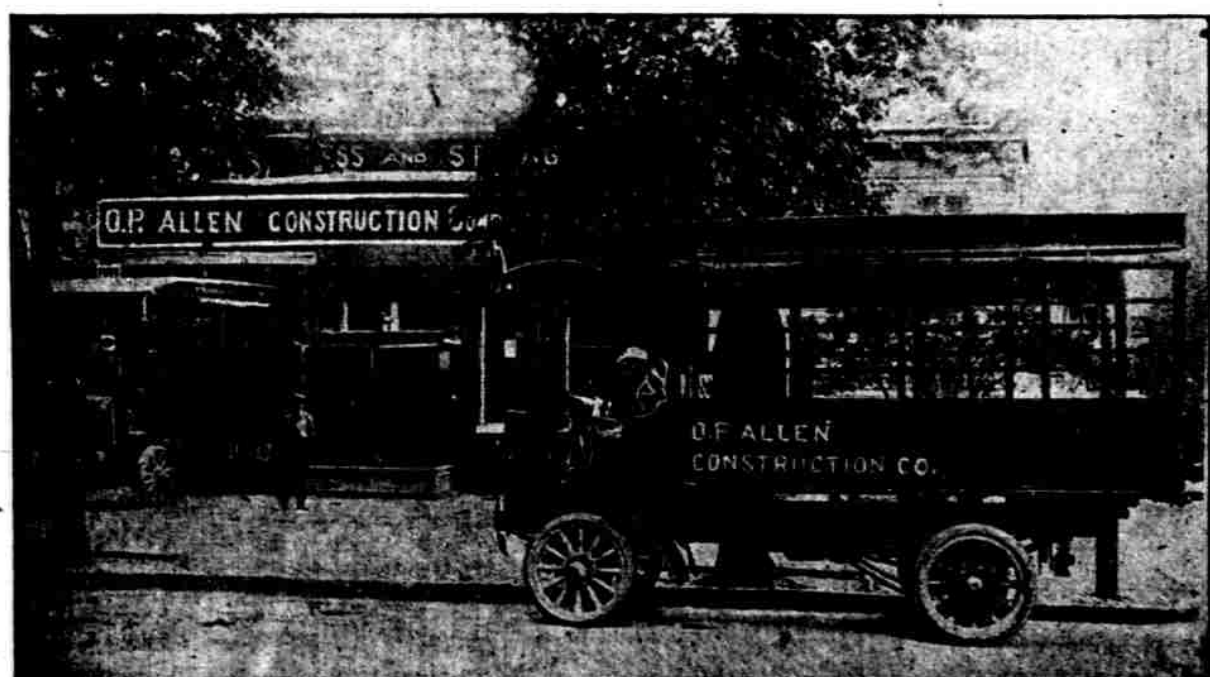
LIKED BY HIS EMPLOYEES.

Among hundreds of prominent railroad men, officials and contractors, Mr. Allen is known as one of the most reliable and capable construction men and general contractors in

his line of business. One secret of his success is said to be the adroit manner in which he controls his employees, winning their friendship, confidence and loyalty and therefore receiving from them the best services which each individual worker is capable of giving. This advances any contract under Mr. Allen's supervision with smoothness and rapidity and he has never failed to finish his contracts without unnecessary delay.

Mr. Allen has been married twice and has an interesting family. His second wife was Miss Marie Dworcak. They live very happily in a pleasant home at 140 Twelfth street northeast.

Among his business associates Mr. Allen is highly esteemed for his generosity, good nature and other admirable traits of character.



Office of the O. P. Allen Construction Company, Inc., at 438 O Street Northwest, Washington, D. C.